FROM: P. O. Box 9007
Berkeley, CA 94709 USA

First Class

To:

comp

Portrait of a Silver Lady

Classic story of the California Zephyr. Packed with the best photography from the Zephyr's 20 years of service. Text by Bruce MacGregor, photography by Ted Benson.

Hardcover, with an original Howard Fogg watercolor
375 pages, over 400 photos, 10¼x8¼ drawings, maps, index, bibliography
$30.00 pre-publication price till Dec. 31, 1977, $35.00 thereafter

PRUETT PUBLISHING COMPANY Dept. R
3235 Prairie Ave Boulder, CO 80301

CALIFORNIA ZEPHYR

#156

40¢

VOL. 7 NO. 12
SECOND ISSUE OF
JUNE 1977
#156

RAIL TRAVEL NEWS

- ABOARD THE HILLTOPPER
- CROSS-COUNTRY IMPRESSIONS

ON THE COVER:

The 6:45am sun illuminates the attractive landscaping of "America's most beautiful train station" at Boise, Idaho, and the consist of the inaugural PIONEER on June 6, as the train prepares for its departure to Salt Lake City. The full story was in our last issue. Kodachrome by Glenn Lee.

LETTERS

Recently you mentioned that DOT Secretary Adams had stated that only 35 passengers a day used the MOUNTAINEER. At the same time, Secretary Adams didn't mention some of the reasons for the low ridership, which include worn-out coaches, repeated air conditioning failures, deplorable stations, and also the contempt of the N&W Railroad for any Amtrak trains on any N&W lines. Further, you will note that Amtrak did not advertise the train at all. The Secretary also forgot to mention that trains 54 & 55 carried 70,000 passengers in 1976, while the COLONIAL, trains 166 & 167, which are permanent parts of the Amtrak system, carried only 33,000.

Walter Diem, President
Florida Association of Railroad Passengers
Sarasota, Florida

I found interesting your recent remark about the apparent sparseness of Amtrak TV advertising in your area. In the New York area, Amtrak regularly runs at least 3 separate TV ads. One is for the long-haul services, another is the "porter's mother" spot for Eastern Amfleet service, and a new spot tells of the Turboliners out of Grand Central. In addition, it's not unusual to see Auto-Train ads on the tube during the winter. And Amtrak almost daily has a newspaper ad in one or more of the New York City papers.

Richard Fields
New York, New York

The PIONEER is not a bad name. It was on the list I sent Amtrak people after the Boise meeting in 1976. Sounds ominously like MOUNTAINEER, tho!

Nos. 25-26 were used by the Portland section of the UP's former PACIFIC LIMITED. These numbers were used into the 1950s for a "mail and express" train from Portland east, which was the 5th-ranked UP east-west train (1. CITY OF PORTLAND, 2. PORTLAND ROSE, 3. IDAHOAN, 4. SPOKANE, 5. #25-26). Most people in my generation in the Northwest think of 25/26 as the NORTH COAST LIMITED on the NP (SP&S 1/2). I had hoped the PIONEER would be numbered 17/18 as the PORTLAND ROSE, but I can agree with the desire to play on "5/6" for a "25/26" connecting train. I won't lament the disappearance of MOUNT RAINIER or PUGET SOUND, which sound like sleeping car names. SEAHAWK would be a better name for 796/797.

Robert W. Rynerson
Edmonton, Alberta, Canada

The "ConRail Excursion" Pittsburgh-Altoona mentioned in the 1st May RTN was Allegheny RR (Steam Tours) double header with 2102 & 4070 steamers. It arrived back in Pittsburgh at 3am, vs. the advertised 7:45pm. The repeat on May 22 was a little better, getting back at 1am. On the Apr 30 excursion over EL, Kent, Ohio to Greenville, PA, they ran out of coal. By comparison the Chessie Steam Special with 2101 is doing great.

Robert Clark
Sanford, Florida

Rail Travel News, Vol. 7, No. 12 (Whole No. 156). Second Issue of June, 1977.
Copyright © 1977 by Message Media.
Published twice monthly by Message Media, P. O. Box 9007, Berkeley CA 94709. Subscription $9.75 per year; single copy 40¢. Overseas and institutional rates on request. STAFF: Editor: James Russell. Editor-at-Large: Paul Rayton. Regional Correspondents: Peter Putnam Bretz, Los Angeles; Jack Ferry, Chicago; Kenneth Maylath, Baltimore; Peter Roehm, Boston. Mailing date this issue: July 1, 1977.

AMTRAK FUNDS CUT, MAY DROP "FLORIDIAN"

Amtrak's Board of Directors at its Jun 29 monthly meeting approved the taking of steps that could lead to the discontinuance of the Chicago-Florida FLORIDIAN. The action came one day after a House-Senate joint appropriations committee decided upon an Amtrak appropriation of $488.5 million for the next fiscal year, a figure $46.5 million short of that which Amtrak said was needed. The Senate had earlier approved a larger sum, but in the joint committee the figure was lowered to that which the House wished to set. Amtrak said that it must "size its system to fit the funds available." The Board's action authorizes Amtrak to make a formal test of the FLORIDIAN against Tasks 4 and 5 of its route criteria, which involve social and environmental benefits. If the train does not prove to exhibit overriding social and environmental benefits, it could be dropped. Amtrak said the FLORIDIAN was named because it is the biggest money-loser in the Amtrak system relative to the number of passengers carried. Amtrak had been considering re-routing the train thru Atlanta, but indicated that the cost of such a move would involve up to $20 to $25 million in capital expenditures, and would still result in a loss of over $8 million per year. At present, the train operates at a loss of $9.5 million a year, Amtrak said. Amtrak President Paul Reistrup said that the corporation would complete a study of the route and then make it available for public reaction and possible public hearings before the train is discontinued.

Amtrak had requested $130 million for capital expenditures, and the Senate had approved that amount; however, the House lowered the funds to $108 million, and the joint committee settled on that figure. Amtrak said that the appropriations bill being considered requires Amtrak to perform certain work that it had not included in its capital expenditures budget: complete the Beech Grove facility, restore the 12 miles of missing track on the LAKE SHORE LIMITED route, and finish a Baltimore-Washington Airport station. Thus Amtrak will have even less money to fulfill its present plans, the corporation noted. Amtrak said that cutting back on one route would be preferable to reducing the service levels over the entire system.

Protestors wishing to address their own Congressmen can reach them in care of House Office Building, Washington DC 20515. An Amtrak spokesman called its funding situation "critical" and the corporation would probably welcome public support.

AMTRAK REJECTS FRENCH LOCOMOTIVE

Amtrak returned the experimental French electric locomotive, numbered X996, to its French owners about a month ago. Amtrak said that the stiff suspension of the machine made it unsuitable to the relatively poor track in the Northeast. The engine was made to run on high-quality rails found in the most advanced nations but not in the U.S. The French makers told Amtrak that they had other locos that would perform well on bad track, but they didn't know that was what Amtrak needed. Side-to-side oscillations were reportedly set up by the suspension system, and the pantographs tended to break off as a result. The engine tore off 4 pantographs, both French and American types, in the course of its tests. Amtrak said that it learned a lot from the tests, which it did not have time to complete. The Swedish ASEA locomotive also under test was not designed for "super track" and might prove suitable for Corridor use.

BUS COMPANIES PROTEST AMTRAK FARES

The National Association of Motor Bus Owners is threatening to propose legislation in Congress that would put Amtrak fares under ICC control--from which they were specifically exempted when Amtrak was formed--in order to have them increased. NAMBO claims that Amtrak is taking passengers away from intercity buses by fares lower than actual costs. The move seems to represent another attempt to blame the bus industry's financial problems on Amtrak, while NAMBO lobbies for government assistance.

Rail Canada

THE ABOVE MAP shows the CTC's preferred route for restructured transcontinental service. The solid line is the transcon service, the broken is Northern Ontario regional service. For details, see RTN, First May issue.

CANADIAN TRANSPORT COMMISSION has suggested that Via Rail Canada obtain some of the bi-levelsleeping cars now being built by Pullman-Standard for Amtrak.

THE OFFICIAL ACCEPTANCE of the first new German-built rapid transit car for the city of Edmonton came on Jun 23, as the Mayor drove the first car from the carbarn along a 100-foot stretch of catenary erected for car testing. All cars are expected to be on hand by next fall for an Apr 1978 system startup. Operator training will run thru next winter.

TRANSPORT MINISTER LANG was unhappy with the CTC's decision that two transcon trains should run across western Canada, according to Transport 2000 and the Saskatchewan Rail Committee. He had recommended a single train across Canada. The Minister's actions were termed "interference" in the CTC's public hearing process by the consumer group. Now Lang has "chosen to apply more direct pressure in the Maritimes", Transport 2000 said. There, consumer groups are less organized and provincial governments are weaker. "In February the Minister persuaded the Maritime premiers to accept reductions in rail passenger service in exchange for increased funding for air and road; in May, just before the hearings opened, he directed the CTC to take note of an anti-rail consultants' report r3commending this policy; and during the hearings he announced funding for airports and roads and made the 'assumption' that the CTC would recommend a single train to Halifax." (Lang's arrangement with Ottawa, New Brunswick, Nova Scotia, Prince Edward Island and Newfoundland calls for $125 million in federal funds over the next 3 years--$100 million for roads and $25 million for 'bus services and airport improvements, and thru the national rail passenger policy, 100% payment of deficits on the rail passenger services which are retained as essential.' All rail service would be abandoned except one daily Montreal-Halifax train.) Transport 2000 called the Minister's actions "flagrant and unacceptable interference with the public hearing process."

VIA RAIL CANADA president J. Frank Roberts late in June announced these appointments to the new passenger rail corporation: Garth C. Campbell, VP-Marketing; Victor Croft, VP-Finance & Administration; Gilles Dufault, assistant to the president; and Emery LeBlanc, director of public relations. All are headquartered in Montreal.

CP RAIL ISSUED a small color brochure on its transcon train this summer, entitled "The Canadian Experience."

QUOTES OF THE WEEK***

"We pride ourselves on being the most industrialized of societies, yet our mass-transit system is a joke. Commuter trains in Western Europe and Japan routinely carry passengers at twice our speeds. Amtrak has made some headway, but far more attention is needed." --"The Weather Conspiracy", Ballantine Books, Apr 1977.

Urban-Suburban Transit

MAJOR FRONT PAGE article on BART and mass transit appeared in the Wall Street Journal Jun 29. "BART's Many Woes Are Affecting Growth Of Rail Mass Transit" the article was headed, and presented the oft-heard notion that BART's problems are causing other cities to reject rail transit in favor of cheaper alternatives such as buses or streetcars. RTN's own analysis suggests that people who write about BART's problems don't bother to talk with the people who live with and ride BART. If they did, they might find that many of them consider the system worth every penny it costs. BART has removed pressures for another Bay Bridge, which in 1972 was estimated to cost $645 million--easily twice as much today? Subtract that saved money from the cost of BART. Without BART, not only another bridge, but more costly freeways would have been needed. Traffic and pollution would be so bad today that the population would be leaving this area, with all the problems such a shift would bring, such as higher property taxes. BART has become a tourist attraction in the San Francisco area almost equaling the cable cars, known to be the number one attraction here and the source of enormous tourist revenue. Then there is the intangible satisfaction and pride with the attractive system and the many handsome plazas and other architectural features, along with urban renewal, that it has spun off. And it offers a great ride. Maybe the system would be a bargain at twice the price?

The article claims that BART's woes caused Los Angeles to turn down rapid transit proposals. Our intensive acquaintance with Southern California leads us to conclude that the proposals would have been turned down even without BART. BART has become a scapegoat for Washington planners who want to keep thefederal budget down.

An "Air-BART Service" begins on Jul 1--a bus connection between Oakland Airport and BART's Coliseum station.

A 21"x22" conservation poster like that shown above is available in limited quantities for $1.00 (incl. tax & postage) from: The Presidents Conservation Poster, 651 Brannan St., San Francisco CA 94107.

WHILE PRESIDENT CARTER is asking people to use public transit, the costs of providing such transit are climbing sharply, as noted in the New York Times (Jun 19). Nationwide, transit ridership has climbed 3.2% in the past 6 years, while transit deficits rose from $300 million to $1.8 billion. (Ridership is up more sharply in most locations, but the nationwide figures are depressed by the fact that the big New York City system has shown ridership decreases.) The Times notes that the main cause of higher transit costs is rapidly increasing transit worker wages.

ALL NEW BUSES for public systems must be designed so that elderly and handicapped persons can easily use them, the DOT announced last month.

THE CHICAGO CRASH of Feb 4 is described in detail in the Jun issue of Mass Transit. The article raises the question of a motorman with a long record of disciplinary action still running trains, and notes that union pressures make it difficult to fire poor employees.

A MOTION PICTURE made by UMTA, entitled "Innovations", which shows modern trends in mass transit to make it more appealing to users, is available on a loan basis without charge from: Broadcast/Audio Visual Division/OST/S-83, U.S. DOT, 400 7th St. S.W., Washington DC 20590. It's an 18-min, 16mm color sound film.

NEW JERSEY DOT has now postponed its E-L re-electrification until at least 1979.

THE SOUTHERN PACIFIC'S request to discontinue its San Francisco commute service will have hearings beginning Aug 1 before the PUC, with public hearings in Sept. Authorization for public-agency purchase and resale to the public of tickets on the line--a means of indirect subsidy--is moving thru the state assembly. Greyhound service San Francisco-San Jose is being taken over by county agencies.

ABOARD THE HILLTOPPER

by Kenneth A. Maylath

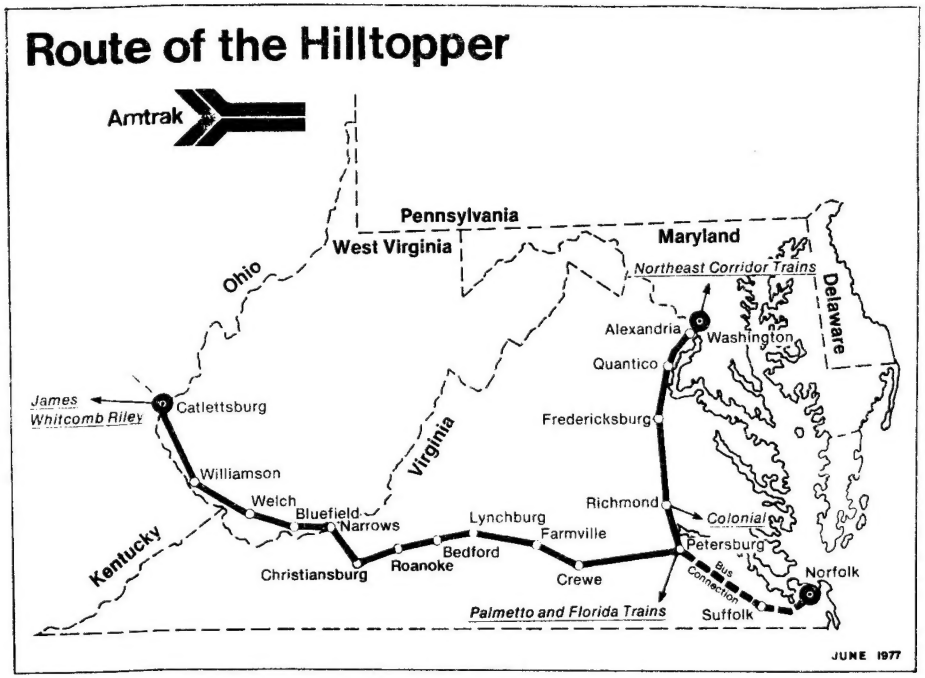
The rumblings were there months ago when Amtrak head Paul Reistrup talked of the MOUNTAINEER being more viable running out of Washington than out of Tidewater. That was long before Transportation Secretary Brock Adams said that the run should be ended for lack of patronage. So it wasn't surprising when the Amtrak Board was asked to re-route the train out of Washington. Nor was it surprising that the more indirect route via Richmond got the nod over Charlottesville. Going via the RF&P provides several advantages in spite of the longer running time and a one-of-a-kind backup move. The train gives an additional service from Washington to Richmond, connects Richmond directly to the west, still allows Tidewater patrons to go west via the bus connection at Petersburg, and lets passengers make a fairly good connection to and from the PALMETTO. As an additional bonus, it is possible to travel between Washington and Norfolk in both directions on the bus connection because it is really two buses, leaving and arriving Norfolk about 3 hours apart. Formerly, one could change from the PALMETTO to MOUNTAINEER at Petersburg southbound only--with a taxi ride between the two stations--but it was never advertised, and few people realized it.

Indeed, lack of information to the public is perhaps the biggest problem with the train in its early days. The change in routing came at the 11th hour with virtually no advance public notice. The initial card-type timetable used for the first couple of weeks noted the bus connection but didn't give the schedule. That meant it was virtually impossible for passengers to realize the availability of the Washington-to-Norfolk possibility. And the card did not include the fares. A revised Form 14 now available shows the bus but does not indicate the possibility of going south from Petersburg on the PALMETTO. From all indications, advertising and promotion has been minimal in the first weeks of operation.

A week and a half after the startup of service I rode the train on a roundtrip to Roanoke. Equipment both ways consisted of a 700-series diesel (no speed restrictions), an Amcafe, and one 60-seat legrest Amcoach. It would be nice to have an Amdinette, especially if business improves, since it is a long trip to Tri-State station--16 hours.

On-time performance was pretty good--with minor delays here and there both ways. We were never more than about 10mins behind, and indeed arrived in Richmond 15 early on the return trip. In that regard, it does appear that the time allotted for the backup move at Petersburg is a bit generous--with the possibility of saving 10 minutes or so. The operation, while unusual, seems to go smoothly.

When the train arrives in Richmond, a waiting RF&P GP-type engine is attached to the rear of the consist. It pushes the train for a couple of miles past the Acca yard to a point near the throat of the former Broad Street station. At this point the Florida trains and the COLONIAL route splits. The RF&P unit now goes forward on the Florida route tracks and the passengers are riding backwards. After the stop in Petersburg the backup continues for a few more miles to an SCL yard on the south side of town. The RF&P unit is dropped, and the train moves forward slowly on the connecting track to the N&W line which bypasses Petersburg to the south--not the track thru town formerly used by the MOUNTAINEER. At the N&W junction a short backup is required to get past signals controlling the interchange point. This backup isn't necessary in the other direction. Land seems to be available at the SCL yard to build a connecting track to avoid the backup and extra engine.



On the Saturday trip down, nine passengers boarded in D.C. Interestingly, they were not on short trips. None was detraining before Roanoke, 7 1/2 hrs away, and a couple were going all the way to Tri-State--even tho they could have left hours later on the RILEY and gotten there almost as soon. A couple boarded in Richmond, then 15 people from the bus connection at Petersburg. The count of about 30 on the train remained the same to Roanoke, where about 6 got off and 6 got on.

The Sunday patronage was higher, but with a different pattern. About 35 rode into Roanoke, where several detrained, but I counted 17 boarding. At Lynchburg it was 6 off and 4 on--a total of about 50 aboard. At Petersburg about a dozen made the bus connection.

With a 7-min early arrival in D.C., I was able to charge upstairs to the upper level and just make the 5:05 departure of the EMBASSY--running on Sunday for the first time (formerly Mon-Fri) since replacing the MONTREALER in that time slot out of Washington. And why not connect with the EMBASSY in the first place? Why a 55-min scheduled layover from a train that has a good possibility of being on time? Moving the 12:48am departure from Tri-State back a few minutes and perhaps slicing 10mins from the backup move could provide a 4:35 or so D.C. arrival. This would also cut a few minutes from the fairly long layover at Tri-State.

Given the newness of things and the lack of publicity, I'd say the patronage wasn't that bad for about 10 days into the operation. About the biggest malfunction was the P.A. system being out on the return trip. No complaints about the personnel--many of the train crews were above average. Changing engine and train crews about 30 miles apart in Richmond and Petersburg runs up costs, of course. On the other hand there is but one food service man to pay, and no sleeping car porter or coach attendant.

It will be interesting to see how things shape up in a few months, especially with some promotion--which would probably be most effective in downline points.

CROSS-COUNTRY IMPRESSIONS

by Peter Putnam Bretz

Welcome aboard. We're in roomette 7 of "Pacific Lodge" looking thru a clear glass window (no Lexan). This sleeper is the thru car to New York via the NATIONAL LIMITED. It's at the rear of the SOUTHWEST LIMITED now at Los Angeles, and we're beginning the first leg of a 3-week USA Railpass trip. One of the people I meet in the lounge is on the train for the first time in 30 years. His last trip was on the FLAMINGO to Miami. A young man is named Colorette (Spanish for Red Lipstick). He says he likes its meaning. Automatic Traffic Control problems make us late, but food service is polite, and quality is good. No, I don't feel that a first class diner is needed, but the dome lounge is a joy. Four ladies play cards in its lower lounge, relaxing. Try that on a bus.

I walk a great hall at Kansas City, have breakfast and find my sleeper out in the front of train 30 behind the buffer car and baggage. Two sleepers, diner-lounge 8334 (ex-NYC) plus a couple of coaches make up the consist. Comfy-cozy as we pass the farmland of Missouri. Leave St. Louis a half-hour late, and now have E units up front. Watch them cant the curves along the ex-Pennsy mainline. Track smoother than in 1973, my last time over these rails. Service with a smile in the NATIONAL diner with Mr. Iaeland, the steward. Many folks with Railpasses. Lady in roomette 8 has bought space to Pittsburgh, but says she'll stay in it until Philadelphia if she can get away with it. She's finally evicted at Johnstown and seems miffed.

Horseshoe curve and the beautiful Pennsylvania countryside. It's April Fools Day, and the NATIONAL is running--not too late (1 hr 37min). GG-1 #918 is put on at Harrisburg and we whizz along at the fastest of the trip. I get off at North Philly. Due to a tariff loophole, it costs me less to go first class thru to Washington than if I went coach. Our connection is a Metroliner, and I'm treated to the club car. Nice. Crowded, but service is pleasant. I get off at Baltimore. Part of the weekend is spent riding behind Southern's #630 to Front Royal, Virginia. Lots of smoke and a good-sounding whistle on this scenic run.

April 4--it's the NIGHT OWL from Baltimore to Washington--very crowded. I take the SHENANDOAH to Cincinnati. There are 3 extra Amfleet cars on today for a tour group. They have their own food supply, so the Amdinette has enough for all. A fellow passenger is going to Rowlesburg to find peace and quiet from the city. The West Virginia hills are soothing as we twist and turn.

Into a siding now to watch the Ringling Brothers Circus Train charge by, with "Hickory Creek" (ex-20th CENTURY observation) in the consist. Rain begins and washes out a bridge up the line. Talk spreads about a detour. I map out exciting possibilities, but the Chessie System repairs the bridge in time for our passing. Too bad. Rain comes down most of the day--the same storm that wipes out towns along the Big Sandy farther south.

Next day the JAMES WHITCOMB RILEY is delayed 6 hours or so. On a technicality, Amtrak doesn't pay for my plane ride to Chicago. I get a free meal, tho. After a Delta DC-9 to O'Hare and a bus to Union Station, it's time to board the Gulf, Mobile & Ohio-lettered commuter train to Joliet. (Consist: F7 880-B, coaches 3060, 3099, 3052.) The middle one is a heavyweight built for the C&A in 1924. I ride the same train back the next morning. After observing the comings and goings at Union Station (turns out the RILEY got in at 1:20am), I hop the 8:30 Turbo for Milwaukee, then return on the same equipment, but buy club space on this thru train to Detroit as the SAINT CLAIR. This set is RTG 5. The French-designed doors are powered, and open easily. I like the snack bar layout, but I'm also served at my club seat. We pass the LAKE SHORE LIMITED with a deadhead Turbo power car on the rear, like an ersatz observation. My brother meets me when I de-Turbo at Ann Arbor.

April 7--it's snowing when the MICHIGAN EXECUTIVE glides into the station. Coach observation cars are at each end (3870 & 3871, with much green Lexan). Plenty of commuters into Detroit. Change there to the NIAGARA RAINBOW. Snow continues across Canada--endless white fields and farms. An extra coach is on the rear for local Canadian passengers. It comes off at Buffalo, where the snow is very thick and inviting-looking. Dining car is 8201 "Blue Grass Club" (ex-Chessie sleeper-lounge). The steward is Mr. Iaeland, who recognizes me from the NATIONAL trip. Cramped quarters aren't helped by overflow crowd due to Easter holidays. They're standing in the aisles all the way along the Mohawk and Hudson Rivers. I get off at Harmon and stay with an old friend. Next day I take ConRail M1's to Grand Central Terminal. I spend the morning photographing the interior. Then, IRT subway to Penn Station and into Upper 3 in slumbercoach "Silver Siesta," last car on the SILVER METEOR. Three other sleepers, plus 2 diners and 2 half-lounges along with 10 1/2 coaches complete our train, leaving New York with GG-1s 4896 and 906. Slept well, as no more plastic mattresses around. The air conditioning broke on these trouble-plagued cars, so it was hot to Miami.

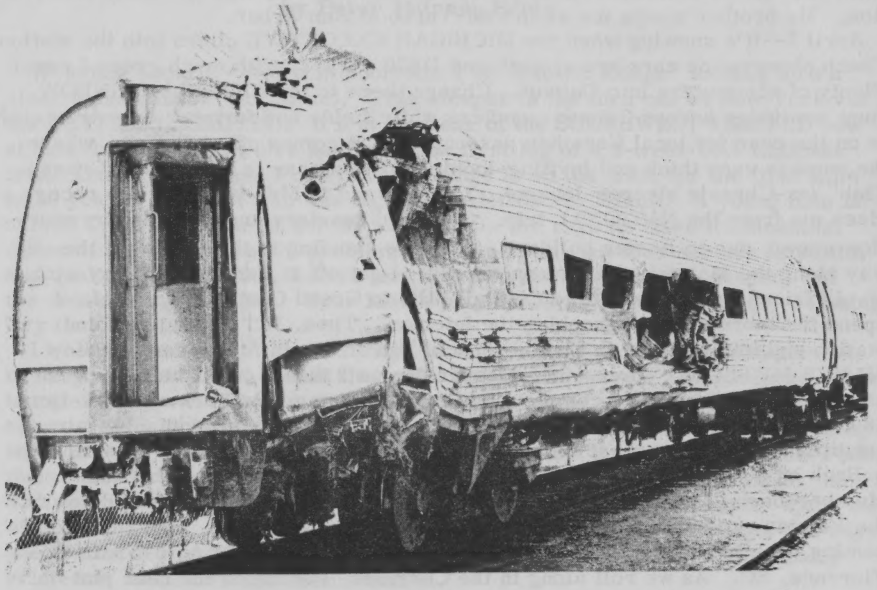
Back on #84 the next day, mostly with same equipment, but substitute slumbercoach "Loch Katrine" and a full lounge this time (a pub). I idle away the Florida run by playing badly on the piano. It's a friendly, young crowd coming back from Easter week. During the night, I spot the Auto-Train at Florence, SC. As we roll along in the Corridor, I stand on the rear platform watching GG-1-powered BROADWAY LIMITED overtake us on adjacent track in spectacular fashion.

It's April 11. Let's now turn right around in New York and head south on the SOUTHERN CRESCENT. Passage is booked in "Warrior River," bedroom B, as I spring for the slightly higher fare over roomette. "Ah, it's good to breathe the air of the Southern again." The dining car is packed out of Washington, and I have to wait until 10:45 before I get my meal. Still, service is acceptable and food great. Lots of railfans on board heading to Birmingham.

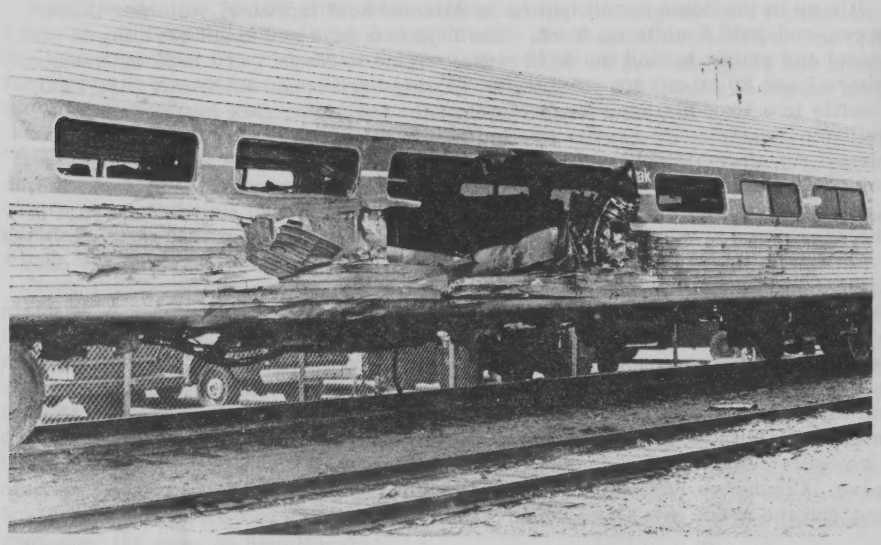
It's up in the dome coach (put on in Atlanta) next morning, watching those green-and-gold E units up front. The next two days are spent reveling in sound and smoke behind the 4449 steam engine to Mays Yard in New Orleans, where I and 89 others transfer to the waiting northbound PANAMA LIMITED. I settle in a long-distance Amfleet coach for the night. Not as comfortable as Santa Fe-style leg-rest seats, but better than some. The lights are not turned out after Memphis, so I hassle with the car attendant. The conductor joins in, and after the attendant's ego is soothed, the car is finally darkened. I ride to Homewood, Illinois and visit my grandfather and aunt for the rest of the day.

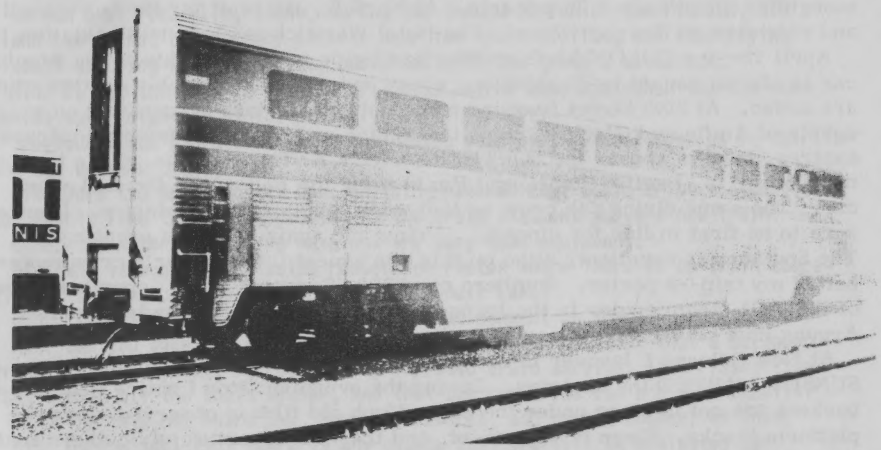
On April 16, now into the third week of my 21-day Pass, I pay my way onto an ICG Highliner to Randolf Street, plus a round-trip to South Bend on the South Shore Line. The orange and maroon cars glide effortlessly over and back. At Chicago once more, I find that the MOUNTAINEER is running again (after a week's interruption), so I procure a ticket to Norfolk. I'm in car 21806 and there are no leg rests! An Amdinette stays with us to Catlettsburg, but after the split we have only an Amcafe plus one high-density coach. Very uncomfortable sleep due to this equipment goof--probably lack of concern at 12th Street; also the fact that #54-55 always seemed to get the reject equipment. Conductor Kline gives a thrilling spiel over the P.A. system as we descend the grade into Cincinnati. During our trip across Virginia, the train

(continued on page 12)

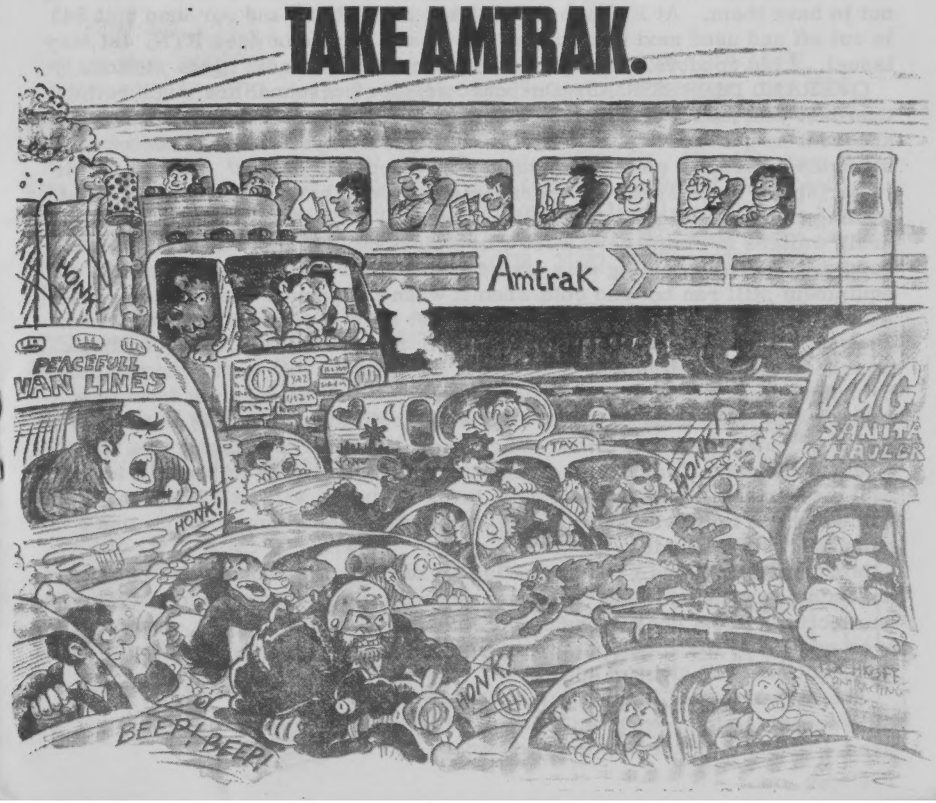


First Amfleet car to be scrapped is car 21173 seen here at Seattle. Car was hit in side by cement truck in the PACIFIC INTERNATIONAL wreck of May 27 (see 2nd May issue). The 20x5 hole in the side was caused by the collision, and vestibule damage was apparently caused by car jackknifing after being shoved from track. Photos by Glenn Lee.





Amtrak car 34002--first bi-level coach to be tested by the DOT, was photographed at the Pueblo CO test facility by Michael Davis (see last issue). (Below:) new Amtrak ad--"Save your energy & America's."



(continued from page 9)
is really crowded with over 100 people on board coming and going. That's more than the supposed 35 per trip. At Norfolk, it's wait for the Greyhound and ride over to Newport News. The Hotel Warwick is close by the station.

April 18--the COLONIAL is waiting and I ride to Philadelphia. The Amclub car is almost vacant to Washington, where many more cars plus another club are added. At 30th Street I secure a roomette, then take a roundtrip on a couple of Amfleeted Clocker trains to Trenton and back. Today my Railpass expires, but I'm aboard the SOUTHERN CRESCENT once again. This time my sleeper is "Pacific Home" and I'm heading for El Paso in the L.A. thru car. The same dining car crew as last week joins us at Washington. I make sure to be first in line for dinner. Prime rib again, and it's great again. The Southern is excellent, altho on this run I meet the only surly crew member of my trip--a porter. Southern car 2352 "Crescent Moon" sports a mural of the 4501 steam engine in the lounge. Our dome car next day is a parlor. Ayoung man relaxes and plays the guitar.

At New Orleans I layover in roomette 5 at the station, continuing on the SUNSET LIMITED the next day. During the overnight stop I notice that slop buckets are not in place under the car. Much old filth is observed along the platform tracks. Sleep is very quiet, and the 7am departure of Southern train 2 is hours past when I finally wake up.

We leave 25 minutes late that afternoon, waiting for six people off the PANAMA. We have 3 sleepers, 3 hi-level coaches, a diner and lounge today, plus buffer car "Blue Grove." Slow running west of Lake Charles, as usual. At Houston, word comes of a bridge out (burned this time) west of Sanderson--maybe we'll head out on the T&P. But no dice, as repairs are made in time for our passing. No flowers in the dining car--the only conventional train not to have them. At El Paso we arrive 2 hours late, and our lead unit 543 is cut off and used next morning on the Steam Excursion (see RTN, 1st May issue). I bid goodbye to train 1 as it passes the 4449 next to the station.

OVERALL IMPRESSIONS: On-board service personnel are much better than last year, with hardly a frown or rude attitude to be found. Amtrak's apparent long-overdue policy of eliminating employees with "I-don't-care" attitudes makes for much nicer travel experiences.

Variables: Some snack bar attendants had their bars open and serving at loading time, while others weren't ready until well after departure. In general, waiters in dining cars were more pleasant, but there is still no standard procedure in dealing with crowds waiting for meals. The conventional equipment still ran hot and cold when it wasn't supposed to sometimes, but we know age is the main problem. Amfleet cars have some weak spots: Passengers continue to throw paper towels into the toilets, clogging them. Overhead corridor lights at each end of the coaches are too bright to allow overnight sleeping (on one occasion when I taped some paper in front of a light, many folks thanked me). Leg rests seem to be breaking off, and foot rest ratchets malfunction. The almost universal complaint I've found is about the center unmovable armrests, whichAmtrak is now removing. And the curtains that are reportedly being installed will be a big plus. Even without these improvements, Amfleet is a big success in my mind, and I personally like the cars.

Most Amtrak trains I rode were late, except on the Santa Fe. My biggest headache was trying to get sleeper space with the one-hour-before-train-time restriction. Most conductors didn't bother to ask for my Pass, and nobody ever requested the coach portion of my ticket when I presented merely the step-up ticket for sleeper space.

The biggest relief I had was the overall lack of rudeness. To be sure, I did encounter some exceptions, but Amtrak is progressing nicely in this area. I hope they keep up the good work.

RTN INTERVIEWS BUS PICKETS OF "PIONEER"

On Jun 6 at Pocatello, Idaho, during the inaugural run of the PIONEER, RTN's Glenn Lee joined bus company pickets near the train station, and identifying himself as being with the press, conversed with the group's spokesman.

RTN: Do you think it is fair to criticize Amtrak subsidies when the bus companies take advantage of the publicly-built highways?

Greyhound: The $50 million in annual taxes paid by the bus companies is fair for the use we make of highways.

RTN: Does the bus industry have anything planned that would bring the public to bus depots like they are appearing at the train stations for the new train?

GRHD: The motor coaches we have now are very good equipment.

RTN: Why is bus service being reduced on routes where there is no train competition, such as Spokane-Lewiston and Butte-Salt Lake?

GRHD: That is a policy matter and we cannot comment on that.

RTN: Can you make any comment on Sen. Church's remarks today that a balanced transportation system, represented by improved train service, is a rising tide that floats all the boats higher, and that bus companies can and will benefit?

GRHD: We have not heard Sen. Church's remarks, and cannot comment on them.

RTN: Do you feel that there is any chance that you will be evaluated as "spoilsport" or "dog-in-the-manger" by picketing the train, and earn more abuse than sympathy from the public?

GRHD: We want to make people think about our problems in the bus industry.

RTN: Do you plan to picket the PIONEER trains regularly?

GRHD: No, just the startup runs. We're going to Salt Lake to picket again this evening.

CARS & CONSISTS

*BLACK HAWK, train 371, Chicago Jun 9: engine 591; cars 8300, 6074, 6072.

*NORTH COAST HIAWATHA, train 9, Seattle Jun 15: engines & baggage; cars 4527, dome 9466, 4545, dome 9454 "Silver Rifle", dome 9811 "Silver Lounge", 8047, 2673 "Silver Boulder", 2261 "Placid Harbor", 2671 "Silver Plateau."

*EMPIRE BUILDER, train 7, Seattle Jun 15: engines 565, 532, 612, 613; cars SP 6729, 1007 "Silver Treasure", 1552, 4539, dome 9458 "Silver Brand", 4543, 4483, 4494, dome 9365 "River View", 8049, dome 9225, 2659 "Silver Isle", 2654 "S.Falls".

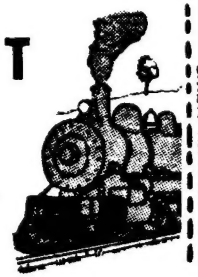
*MINUTE MAN, train 173, Aberdeen MD Jun 12: engine 952 (E60--rare use on Amfleet train); power car 1291, Amfleet cars 20138, 21132, 21072, 21164, 21231 & 21052.

*SAN DIEGAN, train 770, San Diego Jun 19: engines 502, 220; cars 1367 (deadhd), 21258, 21259, 20037, 21140, 21142, 21144, 20202, 21148 (dh), 21261 (dh), "Afton Canyon" (Pac. RR Soc., dh), "The Hulham" private slpr-observation (dh).

RAIL TRAVEL news

An ideal **GIFT**

$9.75 per year by 1st class.
$5 for 6 months.



RAIL TRAVEL NEWS
P.O. BOX 9007
BERKELEY, CALIFORNIA 94709

Send gift subscription(s) to name(s) below or on attached sheet, for ___ months or ___ years each. Amount enclosed is $_____.

Recipient:_____

Donor:_____

Readers as Riders

MORE READER COMMENTS FROM RTN'S 4th TRAIN RATING SURVEY

FLORIDIAN

"Started 45mins late westbound from Thomasville. Air conditioning went out and it was sweltering until crew got it fixed in Tennessee; then that night we froze to death. I saw the porters only once on the entire route, and that was when we were leaving the train at Chicago" (Brad Rovetta, Tallahassee FL).

"Every car except the Miami sleeper was without air conditioning by Louisville. At Nashville a mechanic came aboard and rode to Jacksonville. He had his hands full keeping all the A/C on the line. It was a case of working thru the train, then starting all over again to keep it going. Instead of a lounge, there was a parlor car, not set up for lounge use. Snack service was a mess of stuff sitting at one end of the car, with a demoralized attendant trying, but barely succeeding. The diner was about 90° at lunch" (Robert T. Clark, North Port FL).

"A typical Amtrak train of the early years, with failing air conditioning, dirty windows, and a slow schedule. My real complaint was the crew's inflexibility in not moving refreshments from a hot closed lounge car to the diner after 9pm. The passengers in hot coaches deserved more consideration" (Don Porter, Lexington KY).

"Porter did not make up room. Train had no dome. Seemed a lackadaisacal operation. Jacksonville rates an award for crash-bam switching. Birmingham and Montgomery are no substitute for Atlanta" (Philip J. Mulligan, Philadelphia PA).

"The girl working the lounge was absent nearly half the time and people had to wait far too long to be served and some even helped themselves to items not locked up" (K. R. White, Memphis TN).

"Everyone picks on the FLORIDIAN, but I thought it was a pretty good train. The food was excellent. Schedule seems padded; we were in most cities 20mins early. Very friendly crew on all sections" (Thomas N. Tischer, Rochester NY).

COAST STARLIGHT

"An amazing train. This 18-car train was like a long-distance commuter train. No matter how many got off, the same or more got right back on. A large number transferred to the SUNSET and SAN DIEGANS, so it handles a lot of thru passengers to and from other trains. Mine was the only train set without the dome. We had an ex-SCL observation that was filled the entire distance with people definitely enjoying their trip. Diner closed at Oxnard, which means Amtrak misses a large dinner crowd, forcing passengers to wait and eat on other trains or when they get off. Entire crew was good" (Mark Johnston, Pasadena CA).

"Hard to believe how this train keeps up its high patronage. Train ran 2hrs late. Dome car was a farce--Lexan so badly scratched and dirty that appreciating the scenery was virtually impossible. Many coaches and the diner were hot. Under all these conditions the crew managed to keep their cool amid the unfavorable comments of many passengers" (Mike Dolenski, Norton AFB CA).

"My first trip over the route since '52, and my first Amtrak trip. Elderly coach attendant bawled the daylights out of some young people standing quietly on the vestibule as the train came into Portland. His concern stemmed from the train having once pulled a drawbar. I do not see how pulling a drawbar would hurt vestibule riders; it might hurt some unlucky person stepping from car to car at the wrong moment. I hate to see young travelers bawled out needlessly and I like riding vestibules myself. Apart from minor kicks it was a wonderful trip" (T.H.S. Goodlake, Vancouver B.C.).

"Diner very crowded. Why can't reservations be made? Lounge car over-crowded, unkempt and extremely thick with cigarette smoke. In spite of old equipment, the trip was very enjoyable" (D. W. Schaefer, San Francisco CA).

"The best Amtrak train I've ridden. Good equipment, excellent scenery, and very good crew. If the windows were of glass instead of Lexan, this would probably be

the best in the country" (Kenneth A. Brooks, Washington DC).

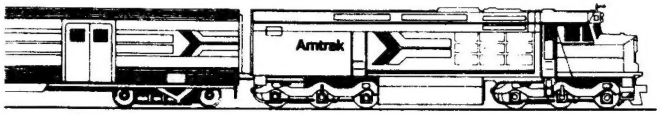
"Overall my best Amtrip yet. Passengers very congenial and dining car crew outstanding. The only complaint I heard was that only one or two doors were used to unload the train at Oakland" (Ken Peale, Alvadore OR).

BROADWAY LIMITED

"A dingy, dank, shoddy, late train. With the exception of the meals, the whole ride was a disaster. The worst train ride I have ever had. I thought this was supposed to be one of Amtrak's best!" (H. M. Swan, St. Paul MN).

"Worst train bar none. Miserable night in slumbercoach. Kept awake all night by a trainload of screaming army recruits" (David Colman, Muir Beach CA).

"Washington terminal, on this day of the Baltimore tunnel wreck, was a masterpiece of confusion and total inaction that was seldom seen even in the pre-Amtrak 'public be damned' days. Altho the equipment for train 441 was in Baltimore, there was never any information about this given out by any ticket seller or the information window. Passengers were variously told to try the bus lines or to switch to the J.W. RILEY to go west" (Robert Clark, Sanford FL).



"On-board services have improved. Pullman cars seem in better repair. Complimentary hors d'oeuvres served in the Pullman lounge are especially appreciated. But still no newspapers or magazines" (Reader, Chicago IL).

"It may be only an accommodation train and only rate a '4' but I still love the BROADWAY" (Charles V. Schlesinger, La Grange IL).

PIEDMONT

"The PIEDMONT was highlighted by the best train crews I'd ever experienced. The train was sparkling clean--those glass windows really stood out. Padded schedule allowed for plenty of photography at various stations. The passenger count was low, however, and now she runs no more. May the friendly PIEDMONT rest in peace" (William D. Sample, E. Hartford CT).

"Very sorry to see this friendly and pleasant train stop running. It wasn't trying to be a luxury cruise train and provided service at the local level to the end" (Ron Goldfeder, Ft. Myer VA).

SAN FRANCISCO ZEPHYR

"A good train. I got off at Cheyenne (eastbound) and toured the UP roundhouse. Saw the 8444, 838, 5511 and 1243. You have about 35mins, and any railfan should be able to get over to the roundhouse and back. It's well worth the effort" (John C. Brown, San Francisco CA).

"Entire crew did everything they could to make the trip pleasant. One thing disturbed me very much--all the dome cars are removed at Denver and not used west of there. This means that people who travel West can't see the most beautiful scenery the country has to offer. The only way one can see it is from track level instead of at an elevated level where the viewing is much better. I think this is a terrible wrong to be pushed off on people who take the time to ride this train and see the scenery. I think that the people who were involved with this decision should be flogged publicly and then run out on a rail" (Brad Rovetta, Tallahassee FL).

"What can I say? The train derailed at 3:15am on Dec 16 outside of Papillion NE with all 10 cars and the second SDP45. Amtrak crew was superb in the hour of crisis" (J. David Cromwell, Rockville Center NY).

LAKE SHORE LIMITED

"Crew very friendly. Allowed our friends to visit our bedroom. Conductor ran ahead to open a Dutch door for a photograph of the station. Bad track created some uncomfortable moments. Much to our surprise, the LSL was our favorite train of the cross-country trip" (Ellen and Ed Maroney, Boston MA).

Mixed Train of Thoughts

ON JULY FIFTH readers in these cities--Albany NY, Seattle, Houston, Dallas, Ft. Worth, Louisville, Nashville, Cincinnati, and Washington DC--can check their newspapers for another Amtrak free kiddie-ride coupon (for kids 2-11 accompanied by an adult) which can be presented to an Amtrak ticket agent for a free ride.....

A BOA CONSTRICTOR being carried by a woman passenger in a paper bag in her sleeping car on the northbound COAST STARLIGHT was lost somewhere north of Klamath Falls and apparently never found. Amtrak had the car fumigated but did not locate the missing reptile, a 2-foot-long Columbia redtail boa constrictor. Amtrak regulations prohibit animals except seeing eye dogs in passenger cars. The event occurred Jun 13..... AMTRAK MUST PAY $20 million more in "escalation payments" for the approximately 175 bi-level cars it has ordered. Its Board approved the payment Jun 29. An escalation factor for increasing labor costs was agreed upon in the original contract for the cars, to be calculated in the middle of their construction. For a bi-level coach, the original price is escalated by $136,000, to which is added $55,000 for the "Amtrak material" in it--seats, etc.--for a total cost of $785,000 each. Cost of diners will go from $697,000 to $981,000, and sleepers from $753,000 to $989,000 each. The total cost of the car order rises 21%--from $208 million to $251 million..... A FOREIGN VERSION of Amtrak's Rail Pass will go on sale July 15 to those overseas, in U.S. possessions, and Canada and Mexico at the following rates: $165 for 14 days, $220 for 21 days, and $275 for 30 days..... SOME MICHIGAN IMPROVEMENTS were approved by Amtrak's Board on Jun 29: it authorized spending $3.9 million for phase 2 of track work between Kalamazoo MI and Michigan City IN, and $399,500 for the second phase of upgrading work on the Detroit station..... DOME COACH 9464 that was in the S.F. ZEPHYR derailment of last Dec 16 will be scrapped. No decision has yet been made on ex-SP dome lounge 9370, whether to repair or scrap it (it was in the recent COAST STARLIGHT derailment). Sleeper 2639 "Pacific Union" is now back in service after being completely refurbished. All three cars were at the Amtrak Shops in Topeka...

* * *

A MONEY BILL has passed the California Senate Finance Committee which provides the state's share of funds to restore the DEL MONTE San Francisco-Monterey. It was passed after an amendment was added to it to provide funds to bring back the SUNTAN SPECIAL between San Jose and Santa Cruz in conjunction with the DEL MONTE.. CalTrans opposed the bill..... THE MOVIE, "TRACKS," was mentioned in the First March issue. Reader Bill Farmer brings us more info about it: Most of the filming was done in L.A. using 5 private cars, in Apr 1975. The cars were "Timothy B. Blackstone," "National Forum," "Starlight Cafe," and ex-UP 6101, all owned by Pacific RR Society, and "The Hulham," owned by Ken Hultgren and Ed Cheetham. The filming was done at an industrial in City of Commerce, CA, and enroute between L.A. and San Diego on Amtrak trains. One roundtrip was made on each of 4 consecutive days. A person who saw the film said most of the film was shot in the above cars, and also the film crew made a roundtrip L.A.-Eugene and a one-way from L.A. to Chicago in regular Amtrak space to do filming. "The Hulham" is now owned by Gordon Ingram of La Jolla CA..... OLD PONTIAC, ILLINOIS depot was recently purchased by a local businesswoman who has opened three businesses in it: a 50seat restaurant called the "Coffee Brake" where the waiting room and ticket offices were located; a gift shop, the "Gandy Dancer," in the former freight office, and a hairdresser shop in the baggage-express area. The restaurant is open 6am to 9pm Mon-Sat so that passengers for the STATE HOUSE trains can use it.....

IN LAST ISSUE'S "Cars & Consists" we reported two SP business cars, lounge 291 and office car 131 "Sacramento", on the COAST STARLIGHT southbound at Oakland on Jun 17. Now our spies tell us that the cars were switched to the SUNSET at L.A.

that evening. The regular Santa Fe switching crew was rejected and a separate SP engine and crew called to move the two private cars. Thus Amtrak is charged much more than if the regular crew did the work. Wags around the station say this is a common occurrence. Also, both cars were put on the rear of the SUNSET, behind the round-end observation car. Our spy notes that this action is illegal, based on Amtrak's operating contracts with the railroads (that's why the business car on the 4449 Steam Excursion was coupled ahead of the baggage car). The ordinance is Section D-5, Paragraph B..... THE TIMETABLE COLLECTOR notes that the following recent timetables have appeared: Forms 1, 2, 3, 4, 5, 14, 100, 101, 102, 103, 105, all dated Jun 12; Form 10 dated Jun 7; Form 107 (timecard for SAN DIEGANS) dated Apr 24; and Form 14C (timecard for HILLTOPPER) dated Jun 1. The last-named was made obsolete Jun 12 by a new Form 14 which includes revisedschedules for the RILEY connection to Chicago..... THE FOLLOWING IMPROVEMENTS have been noted in Northeast schedules as of Jun 12: more frequent service Phila-Harrisburg, with round-the-clock service a half a dozen local stations that did not have it before Jun 12; more frequent Springfield service--no trains running just New Haven-Hartford; round-the-clock service to local stations between Hartford & Springfield; additional Boston-Phila. service (errata: the JOHN ADAMS is not just a New York-Philadelphia clocker; round-the-clock service to local stations between New Haven and Provid3nce; and re-establishment of "Clamdigger" local stops that have not had service since about 1972 when the "Clamdigger" was cut. These include Groton, Clinton, Madison, Stony Creek, and Branford--points where the service was not re-established when the "Clamdigger" was put back some months ago.....

* * *

DELAWARE AND HUDSON track is now 79mph, reports Eastern riders, but most of ConRail is still 70, even where the track is completely repaired. There is some 75mph ConRail track in eastern Virginia. On the LAKE SHORE route, many track gangs have been seen at work in the past month, with resulting slow orders about every five miles. The JAMES WHITCOMB RILEY has been semi-permanently re-routed into Chicago via the C&O PM District's LaCrosse branch between LaCrosse and Wellsboro, and the B&O main line from Wellsboro to some point on the south side of Chicago. The change is reflect3d in the mileage column of Form 14 of Jun 14..

THE NEW YORK-Washington line was knocked out of service for about 20 hours on Jun 22 or 23 by a freight derailment. Reports said it was the second freight accident on the line in a month, and may cause pr3ssure to eliminate freights from the route. Late on Jun 12 two ConRail freights rear-ended just northeast of Baltimore..... THE RUMOR MILL: A rumor has it that the COLONIAL is to be re-routed to Norfolk instead of Newport News. Another says that Amtrak will extend the NIGHT OWL south from Washington to Newport News. A third is that the bi-level cars on the S.F. ZEPHYR, when they arrive, will go thru from Chicago to Seattle on the PIONEER route via Ogden..... TRANSPORTATION GEOGRAPHY NEWSLETTER (Feb 1977 issue) is dedicated to the late Prof. Edward Ullman, former Amtrak Board member, with a reprint of one of his last publications, "Intercity Ground Passenger Transportation"..... THE CALIFORNIA DROUGHT has lowered Lake Shasta to its lowest point since the reservoir was filled on May 13, 1952, exposing an old railroad bridge and tunnel. Passengers on the COAST STARLIGHT might look for it..... AMERICANS SPEND MORE on transportation now than they spend on food--21% of family income goes for transportation, while 20% is spent on food.....

WESTERN RAIL SERVICE, a corporation in Tulsa OK headedby Harold R. Moore, has an ambitious plan to initiate an auto-carrier service (similar to Auto-Train's) between Chicago and Houston, with stops at Kansas City, Tulsa, Oklahoma City, and Dallas-Ft. Worth. Plans call for 6-8 enclosed bi-level auto-carrier cars in each consist, each carrying 8 autos. Passenger-only service will also be

offerred. The trains would run over Santa Fe, Frisco, Katy, Burlington Northern, and Rock Island tracks. A typical consist would be: 3 3600-hp diesel engines, 6-8 auto-carriers, a dorm-utility-baggage-express car, 4 66-seat club-coach cars, one buffet-tavern lounge seating 20, one passenger service-lounge-utility car, one 70-seat diner, a dorm-parlor car seating 40, 2 standard sleepers, one deluxe sleeper, and one deluxe sleeper-tavern-observation car. The source of the cars is not mentioned. One of the most interesting ideas in this scheme is that of the "passenger service car" thru which passengers would check in, and which would carry a newsstand and telephone service for hotel reservations, etc..... THE CHESSIE SYSTEM was ordered by a Michigan federal court Jun 1 to maintain its number of summer car ferry crossings on Lake Michigan at 50 instead of the planned 32 trips per week. The service operates Jun 8 to Sep 6. One-way fares are $8.50 for adults, $4.25 for children, and $15 for autos. Children under 5 are free..... FORMER SOUTHERN PACIFIC ferry "Golden Poppy" sank off the coast of Washington State on May 30 as it was being towed from Seattle to San Francisco to be transformed into a floating shopping mart. The ferry was currently named the "Chetzomoka"..... WORLD'S GREATEST RAILFAN E. M. Frimbo briefly relates his adventures on the recent 4449 Steam Excursion in the Jun 27 New Yorker. This is preceded by an article in which the writer travels on an Amtrak "express" from NY to North Philadelphia and back.....

* * *

INTERSTATE COMMERCE COMMISSION on Jun 13 was asked by Amtrak to be relieved from paying for any portion of Washington Union Terminal which is not used as a train station..... AMTRAK'S NEW DIRECTOR of on-board services, H. Rex Holland, has taken steps to reorganize his department, and has appointed Bruce Heard as manager of on-board services. Other new managers are: John Chambers, support methods; Ernie Tosi, food & beverage planning; and Austin Noll, sanitation & quality assurance. Lew Jackson continues as manager of crew scheduling. Holland said that bad morale among employees is his number one problem to work on..... AMTRAK PRELIMINARY FIGURES for May indicate that ridership was up 8.8% over May 1976. For the period of Oct 1976 thru May (the fiscal year to date), ridership was 12,563,000 for an increase of 7.6%. All categories of ridership showed gains in May. In April, system ridership was up 6%..... THE TEXARKANA GAZETTE reported on Jun 21 that the southbound INTER-AMERICAN arrived 8½ hours late into Texarkana, and Amtrak officials in Chicago said the delay was due to a "direct stop and wait order" by the MoPac. The train was terminated at Ft. Worth. The date was Jun 20.....

THE CONVERSION OF sleepers to electric power is being followed by observers of the NIGHT OWL. Seen this month were car 2622 "Pacific Ocean" on Jun 18, apparently not converted; 2923 "Pacific Park",converted, seen Jun 20, 22, 24, & 26; and 2917 "Pacific Island", converted, on Jun 25 & 27. On Jun 23 one of the OWL's consists had no sleeper, baggage nor power car, and no 60-seat coaches.....

* * *

IF YOU RECEIVE Montreal TV stations, you might look for a CBC feature program Jul 8 on CP Rail's "Princess Patricia" Alaska cruise, in French. Much of the program was filmed on the May 23-31 voyage..... CALTRANS IS EXPLORING the possibility of stopping the SAN DIEGANS at Capistrano Beach instead of San Juan Capistrano and San Clemente..... ROUND-END SLEEPER observations have again appeared on the SUNSET LIMITED, as quietly as they disappeared recently..... AMTRAK HAS ABOLISHED minimum-fare requirements for family plan--formerly it was a $20-minimum.

A RIDER'S CHANCES of death are 25,000 times greater in an auto than a train.....

Watch these pages for announcement of the appaerance soon of RTN's long-delayed first Rail Travel Yearbook. Thank you!

As announced last issue, the next issue will be mailed about Jul 25, a week later than usual, while the present issue is a week early. In between, our annual summer vacation.

Express Ads

RAIL FANS ONLY! It's easy to secure your AMTRAK & CN reservations and tickets (or USA Rail Pass)--from anywhere in the world. Tickets by mail from GREAT WESTERN TOURS, 639 Market St., San Francisco 94105, or call (415) 398-2994.

TIMETABLES - Selling "Best of 60's" Ten System TTs - $10. SSAE for new list quarterly. Carl Loucks, 199 Wayland, Hamden CT 06518.

FREE MAP - OREGON AMTRAK ROUTES PLUS HWY & PARK INFO! WRITE: TRAVEL INFO, OreDOT, SALEM, OR 97310.

DINING CAR DISHES, glasses, silver, cloth. Timetables, guides, Pullman, stationery, rules, metal items from 25 railroads. Long stamped envelope for list. J. McClellan, 1752 S. Wichita, Wichita, Kan. 67213. (Will buy large and small railroad collections.)

20th Century Hobbies, 1034 College Ave, Wheaton IL 60187. 312-682-4460. HO and N scale and accessories. Railroadiana also available.

CANADIAN NATIONAL CHINA: Largest selection ever offered in the U.S.A.: BONAVENTURE, WINDSOR, QUETICO, RUPERT, MARITIME, QUEEN ELIZABETH, SPAGHETTI.. Also, UNION PACIFIC CHINA and PAPER GOODS. Send 25¢ for catalog and price list. "THE PRIVATE CAR LIMITED," Third and "A" Streets, Belleville, Illinois 62220.

STEAM'S STILL SUPREME in Niagara Falls! Savor 6060, then shop at the IRON HORSE Gifts & Souvenirs in the CN Depot. Mention this ad for a 10% DISCOUNT.

Don't be in the dark, subscribe to the LARK. A monthly newsletter about what to do and where to find it, a must for all railfans. Be in the know. Get free copy by mentioning RTN & enclosing stamp. Mail subscriptions to Ron Hook, 869 Rosemount Rd. Oakland CA 94610. Subscriptions $3.00 for 12 issues first class.

GOING EURAIL? Take a worldwide THOMAS COOK INTERNATIONAL TIMETABLE, $7.50 bulk mail ($9.50 air) from Thomas Cook Ltd, P.O. Box 36, Peterborough,England.

YOU'RE INVITED--MEXICO RAILFAN FUN-TRAIN--JAN 20 to Feb 5, 1978--Trip of Thousand Wonders, Mexico City, Merida (narrow gauge), Cancun, Uxmal, Metro, street cars, locomotive ride. Trip starts in Oklahoma (join anywhere). MIDWEST TRAVEL SERVICE, 2936R Bella Vista, Midwest City, OK 73110--Phone 405-732-0566.

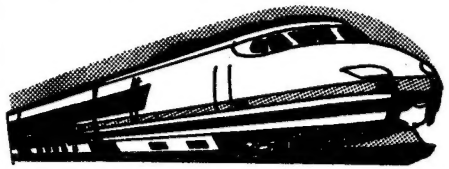
RTN ADVERTISING RATES: Express Ads $1.00 per line of 80 spaces. Display ads (camera-ready) $25 per half-page (maximum size--4x5 inches); smaller sizes are priced proportionately. Write to: MESSAGE MEDIA, Box 9007, Berkeley CA 94709.

RAIL FANTRIPS

Aug 6: "Silver Jubilee Special" diesel RT Toronto-Peterborough & Lakefield; 1st psgr train to Lakefield in 25 yrs. Adults $16.75, kids $13.50, sidetrips $3.00. Upper Canada Railway Society, Box 42, Station "D", Scarborough, Canada.

One special Fantrips listing is free, subject to our editing. Send full info to: Rail Travel News, Fantrips Dept, PO Box 9007, Berkeley CA 94709.

BACK ISSUES



RAIL TRAVEL NEWS
P. O. BOX 9007
BERKELEY, CALIFORNIA 94709

Send me the following:
__complete 1976 @ $7
__complete 1975 @ $7

Name.....
Address .....
.....